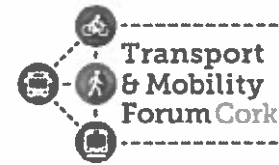


Cork City Council
Roads Design Division
City Hall



Cork

Cork, 12/02/2018

N8 Silversprings Junction Upgrade

Thank you for the opportunity to comment on the proposed works along 950m of the N8 at Silversprings junction on the Lower Glanmire Road, Cork.

The National Planning Framework, Regional Spatial Economic Strategy, Cork City Development Plan and Cork County Development Plan are looking at significant growth over the next 25 years. In addition, this route is to connect the evolving EuroVelo/Green route from Rosslare to Cork City Centre and to the West of Ireland.

The proposed works should be future proofed to accommodate:

- existing and proposed capacities in line with projected population growths,
- increased capacity for sustainable and active travel users, and
- a welcoming and safe environment for people of reduced mobility of all ages.

Increased traffic volumes in and out of Cork City will exacerbate congestion and increase noise and air pollution. Significant measures in support of sustainable travel measures should be prioritised over the vast majority of existing traffic which is single occupier cars.

Further, this road section will serve the Tivoli Docks development area, one of the lighthouse future city expansion areas, and demand for pedestrian and cycle traffic into the city centre will multiply over the next decades.

Active Travel

Given that this route is:

- frequently used by exiting pedestrians and runners,
- to form part of a EuroVelo-Green route into Cork City and beyond to the west (significant sections already complete between Rosslare and Dungarvan), and
- used by commuter cycle traffic from Glanmire to City centre and city centre to Little Island;

the footpath (north and south side of the N8) is insufficient in width given the different nature and speed of different users and represents road safety concerns. We ask City and County Councils to work together to have a coordinated sustainable solution for our local road network and provide safe environments for pedestrians, runners and cyclists.

In the short term, footpath on the northside of the N8 (which is probably busier side for pedestrians and runners) should be widened to comply with current road

standards (compulsory purchase should be used if necessary). Then tactile paving could be used consistently on both sides of the N8, which would support people of reduced mobility.

Public Transport

The N8 becomes two-lane east-bound outside the Maxol garage and two-lane west-bound due south of Leaside house. On all two-lane sections of road, please provide bus lanes east and west bound and force outer lane traffic to move into the inner lanes.

Should you have any questions or require any clarifications on the above points, please forward to the email address transportandmobilityforum@gmail.com

Kind regards



Stephan Koch (Chair)
Transport and Mobility Forum